

## Message Text

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ACTION EB-08

INFO OCT-01 ARA-06 EUR-12 EA-07 ISO-00 CAB-02 CIAE-00  
COME-00 DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00 L-03  
/046 W

-----070620Z 096238 /12

R 062100Z APR 77

FM AMCONSUL BELIZE

TO SECSTATE WASHDC 5559

INFO AMCONSUL HAMILTON

AMEMBASSY LONDON

AMEMBASSY BRIDGETOWN

AMCONSUL HONG KONG

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E.O. 11652: N/A

TAGS: EAIR BH UK

SUBJECT: US-UK CIVAIR NEGOTIATIONS

REFBC STATE 062635

1. NO US OR UK AIR CARRIER AT PRESENT SERVES BELIZE/US ROUTES. CURRENT SERVICE PROVIDED BY THIRD COUNTRY CARRIERS TACA (EL SALVADOR) AND TAN/SAHSA (HONDURAS). HOWEVER, IN LATE 1976 HMG DESIGNATED NEWLY FORMED BELIZE AIRWAYS, LTD. (BAL), AS A BRITISH CARRIER, AND BAL HAS APPLIED TO CAB FOR FOREIGN AIR CARRIER PERMIT TO FLY BELIZE/MIAMI ROUTE 5 UNDER ANNEX II OF US-UK AIR SERVICES AGREEMENT.

2. OUTCOME OF TPIS APPLICATION, WHICH RECEIVED FAVORABLE RECOMMENDATION FROM CAB ADMINISTRATIVE LAW JUDGE ON MARCH 28, IS OVERRIDING CONCERN OF GOB CIVIL AVIATION AND OTHER INTERESTED OFFICIALS. WHOLE FUTURE OF BAL, WHICH PREMIER PRICE HAS INDICATED WILL BE BELIZE'S FLAG CARRIER, RIDES ON AIRLINE'S ABILITY TO TAP INTO CENTRAL AMERICA/US AIR  
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PASSENGER TRAFFIC. ALL OTHER CONCERNS, INCLUDING CIVAIR AGREEMENT POINTS CURRENTLY UNDER NEGOTIATION, ARE AT BEST SECONDARY TO BELIZEAN OFFICIALDOM. WE DOUBT WHETHER ANY SIGNIFICANT THOUGHT HAS BEEN GIVEN LOCALLY TO KINDS OF QUESTIONS RAISED IN REFTTEL.

3. NEVERTHELESS, ON ASSUMPTIONS THAT (1) BAL WILL RECEIVE

PERMIT FROM CAB AND (2) BELIZE WILL REMAIN CROWN COLONY OF UK FOR TIME BEING, WE CAN SPECULATE ABOUT SEVERAL QUESTIONS POSED BY DEPARTMENT.

A. ROUTE REQUESTS: BAL PROPOSES PUT THREE BOEING 720'S INTO PASSENGER SERVICE. SIZE AND RANGE OF THESE AIRCRAFT SUGGEST THAT AIRLINE AT SOME POINT WOULD CONSIDER EXPANSION OF SERVICES OUT OF RELATIVE CONSTRICTION OF CENTRAL AMERICA/ MIAMI ROUTE. MOST PROBABLE REQUEST WOULD BE FOR ROUTE INTO ONE OR MORE OF THREE CITIES CONTAINING MAJOR CONCENTRATIONS OF BELIZEANS RESIDING IN US -- NEW YORK, CHICAGO, OR LOS ANGELES -- POSSIBLY VIA NEW ORLEANS OR HOUSTON.

B. US FLAG SERVICES: NONE EXIST NOW AND WE CANNOT ENVISAGE US CARRIER BECOMING INTERESTED IN FLYING INTO BELIZE WITHOUT ACCESS TO COSIDERABLE AREAS BEYOND, WHICH WE ASSUME WOULD PROVE DIFFICULT TO OBTAIN. SHOULD INTEREST DEVELOP, HOWEVER, GOB WOULD PROBABLY HAVE AMBIVALENT ALTITUDE. US CARRIER WOULD LEND PRESTIGE TO COUNTRY AND INCREASE TIES WITH US, BUT WOULD ALSO BE PERCEIVED AS ECONOMIC THREAT TO BAL IN LIMITED MARKET. AMBIVALENCE WOULD NOT BE SHARED BY SMALL TOURIST INDUSTRY. LATTER WOULD WELCOME ANY AND ALL CARRIERS INTO BELIZE, AS INDUSTRY DISSATISFIED WITH WHAT IT CHARACTERIZES AS CAVALIER TREATMENT GIVEN BELIZE, ESPECIALLY IN SEAT ALLOCATION QUESTIONS, BY HOME OFKICES OF THIRD COUNTRY AIRLINES CURRENTLY SERVING COUNTRY. LOCAL BELIEF IS THAT US CARRIER WOULD DEAL MORE FAIRLY WITH BELIZE PASSENGER TRAFFIC.

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C. FIFTH FREEDOM TRAFFIC: THERE IS GENERAL REALIZATION HERE THAT NO AIRLINE CAN SURVIVE ECONOMICALLY WITHOUT FIFTH (AND SITH) FREEDOM TRAFFIC, OIVEN THE SIZE OF THE BELIZE MARKET AND INFANT TOURIST INDUSTRY. FIFTH FREEDOM IS NOT MERELY AN ISSUE; IT IS A SINE QUA NON.

4. OTHER QUESTIONS POSED BY REFTTEL (CAPACITY REGIME, TARIFF ARTICLE, ETC.) DO NOT AT PRESENT LEND THEMSELVES TO DISCUSSION IN BELIZE CONTEXT.  
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## Message Attributes

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**Capture Date:** 01-Jan-1994 12:00:00 am  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
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**Disposition Approved on Date:**  
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**Disposition Comment:** 25 YEAR REVIEW  
**Disposition Date:** 22 May 2009  
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**Drafter:** n/a  
**Enclosure:** n/a  
**Executive Order:** N/A  
**Errors:** N/A  
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**Original Handling Restrictions:** n/a  
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**Type:** TE  
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**Review Markings:**  
Margaret P. Grafeld  
Declassified/Released  
US Department of State  
EO Systematic Review  
22 May 2009  
**Markings:** Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009